

SHOCK ONLY SLIGHT AS LINER STRUCK ICEBERG

Marine, which owned the White Star line; the four surviving officers of the Titanic and Capt. Rostron, of the rescuing ship Carpathia. In all likelihood other witnesses will be heard.

WOMAN TESTIFIES TO COURAGE OF MEN

"We may hear, if they are sufficiently composed to tell it, the thrilling and gratifying story of two women passengers on the Titanic with whom I have had private conversation. One of them said to me: 'IN ALL THAT TERROR AND CONFUSION, MOST OF WHICH I SAW, THERE WAS NOT AN AMERICAN MAN WHO JOSTLED A WOMAN.' Such words as these sink home. It is the one light we see in the horror and darkness of the tragedy.

"One of these women also has told me of the last they saw of Major Archibald Butt and Clarence Moore.

"I was in one of the last boats to leave," she said. "Major Butt and Mr. Moore assisted the women into the boats as though they were ushering them into a reception. Then they stood, bodies erect, and saluted us with a smile. That was the last we saw of them."

Mr. Ismay, accompanied by P. A. R. Franklin, Vice-President of the International Mercantile Marine, and Emerson M. Parvin, Secretary of the company, arrived at the Waldorf-Astoria at 10 o'clock. Two detectives stood a long while behind them. Mr. Franklin and Mr. Parvin met him there this morning. They flanked him as he left the hotel and would not allow him to be questioned by would-be interviewers.

The crash in Mr. Smith's room became so great the committee was forced to adjourn to the East room.

SENATOR BY SAYING THERE'S NOTHING TO CONCEAL

"I believe," said Mr. Ismay on taking the stand, "your committee for the purpose of making an inquiry into this sad accident, and I am desirous of assisting you all I can. The company has nothing to conceal. We welcome the inquiry. I would like to express my sincere regrets at this time. The boat was built at Belfast. She was not built by contract. She was the last thing in shipbuilding. She left Belfast on April 1, I think, and underwent her trials, that were satisfactory. She went to Southampton, arriving there on Wednesday."

Q. Kindly describe her trial trip. A. I cannot. I was not present. She left Southampton on the twelfth and arrived at Cherbourg the next evening. She left Cherbourg about mid-day Thursday. She was proceeding under seventy revolutions. On the second day out she increased her speed to seventy-two and made that day 57 miles. On the third day she was increased to seventy-five and she covered 54 miles. The weather was clear. We struck only a little fog on the third day. The accident took place on Sunday night. The exact time I do not know. I was asleep. The ship had never been run full speed. It was in the last night of the voyage. One of her boilers were not used.

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did you have any conversation with the wireless operator? A. I had no conversation with anybody on the Carpathia while I was there except the second officer, Mr. Lightower.

Q. How many officers were saved from the Titanic? A. Four. I believe I do not know their names or positions. Q. Tell us about the actual sinking of the ship. A. I did not see her go down. I was rowing and had my back to her. I did not want to see her go down.

Q. Did she break in two parts? A. I did not see her. The last time I saw her was about ten minutes after we left the ship. I turned and saw her green lights.

Q. How many wireless operators did the Titanic have? A. Two, I believe. Q. One was drowned I believe? A. Yes; so I understand.

Q. Were any of the members of the Titanic crew members of the English Navy? A. I do not know. The ship's officers will tell you that.

Q. Were any of the lifeboats on the Titanic borrowed from another White Star ship? A. I do not think so.

Q. Were the cars of your boat marked with the name Titanic? A. I did not notice.

Senator Smith asked the witness several questions concerning boiler construction, but Mr. Ismay was unable to answer.

INSISTS HE DID NOT HEAR THE EXPLOSION.

Q. Was there an explosion aboard the Titanic? Did her boilers explode? A. Not that I know of. I did not hear any explosion.

Q. Would you have heard one? A. Certainly I should have. "How fast do you say the ship was going?" asked Senator Smith suddenly. "Seventy-five revolutions," replied Mr. Ismay.

Q. How many miles does that mean? A. About twenty-one knots or twenty-four and a half ordinary miles per hour.

Q. Did the boat carry any life rafts? A. No, sir. In the old days the White Star boats carried rafts, but these things are now obsolete.

The witness stated that the Titanic was specially built so that with two of her water-tight compartments filled she would still float.

Q. How did she strike? A. She struck the berg a glancing blow just aft of the forecastle.

Q. How many compartments were filled by the water? A. I do not know.

POINTS OUT ON PLAN WHERE SHE HIT BERG.

A plan of the Titanic's main deck was produced and Mr. Ismay showed the committee the point struck by the berg.

Senator Smith then took a new tack and asked the witness what time he had dined Sunday night.

Q. It was 7:30, I think," said Mr. Ismay. Q. Who dined with you? A. The ship's doctor.

Q. Did the Captain dine with you? A. No.

Q. Did you see any icebergs? A. I saw neither ice nor bergs until Monday morning at daylight.

Q. Were any of the passengers killed by ice falling on the deck? A. I do not think so. I heard that there was some ice on the deck, but I did not see any.

Q. Where all the women and children saved? Mr. Ismay? A. I am afraid not.

Q. What proportion were saved? A. I do not know; I have no idea.

The witness said that while he had been on the Carpathia he had kept to his room. "I never once left my room," he said.

Q. How were you dressed when you left the ship? A. I had on my pajamas, slippers, a suit of clothes and overcoat.

Q. How many others were in the same boat? About nine or ten, I should say.

The witness was then excused. Senator Smith telling him to hold himself in readiness to resume testimony later in the day if required.

CARPATHIA'S CAPTAIN TELLS OF THE RESCUE

Capt. Arthur Henry Rostron, a clean-cut Englishman with a bald spot, was then called to the witness chair. He is the commander of the Carpathia, and the impression he created was favorable from the start. He told of his training aboard ship and how in last January he was given his latest charge.

"I sailed from New York for the Mediterranean at noon last Thursday, a week ago," said the Captain, answering Senator Smith's question. "We passed the Ambrose Lightship at 2 P. M. and had fine, clear weather. At 1 P. M. on Monday I was informed by the first officer of the urgent message from the Titanic. It said she was sinking and gave her position. It was 44-46 north and 51-53 west. It was then 10:45 P. M., New York time. After talking with the wireless operator, who assured me of the urgency of the call, I ordered the ship turned about and headed for the Titanic. This was after I had found the course from the chart. I then sent for the chief engineer, whom I instructed to order out a new watch of stokers and make all speed."

The Captain then gave in detail the orders issued by him to doctors, stewards and other officials, which were very complete in detail.

MADE GREAT SPEED IN INTEREST OF HUMANITY.

Capt. Rostron said he made the fifty-eight miles to the position of the Titanic in three and a half hours. He knew icebergs were ahead of him, but he took the risk of going at full speed in the interest of humanity.

"At 2:40 o'clock A. M.," said the Captain, "I saw a flare about half point off the port bow. It seemed to me that the Titanic was still afloat. Soon after this I sighted an iceberg on the port bow. Between 2:40 and 4 o'clock we passed icebergs on either side, and several were ahead of us. Frequently I had to manoeuvre the ship to avoid them. We must have passed twenty big bergs, all from 100 to 200 feet in height. There

was a large number of smaller ones. "There was an iceberg ahead of us and broken ice all around when we sighted the first boat. We had to manoeuvre again to get out of the way of this. The boat was brought around to the lee side and I saw the officer in charge did not have her under control. HE SAID HE HAD ONLY ONE SEAMAN ON BOARD. I DON'T KNOW HOW MANY OTHER MEN HE HAD, BUT I SAW AT LEAST TWO WOMEN AT THE OARS."

"When we took the passengers from the first boat day was just breaking, and then we could see the other boats just ahead and around us. Some of them were four miles away. One by one we picked them up, having all the while to manoeuvre the ship around icebergs."

BELIEVES HE SAILED ABOVE TITANIC'S GRAVE.

"It was about 2:00 o'clock when we picked up the last boat. There were thirteen of the boats. Another had been abandoned because its officer thought it would sink after its passengers had been placed in another boat. At this time I think I was directly over the place where the Titanic went down. There were some small pieces of wreckage floating about."

"Three men were taken out of a boat dead. I think they were all seamen. Whatever they had to identify them was taken later. They were buried with a man—another seaman. He died after being taken on board. As we were over the Titanic's grave, I thought a religious service would be appropriate—a service of thankfulness for those who were saved and one of sorrow for those who were lost. An Episcopal clergyman—one of the Carpathia's passengers—read the service and it was the most solemn I ever witnessed."

The big crowd that filled the room was hushed while Rostron—one of the heroes of the disaster—recounted the story. Capt. Rostron said he had seen only one body afloat. It was apparently that of a seaman. There was a life belt around it. The body was not picked up.

The Captain then told of the arrival of the Californian of the Leyland Line. When she came within signalling distance he told the Californian's skipper that he thought he had all the survivors.

The Californian signalled back that she would cruise around for a while. The last he heard from her was a wireless message which said that the search had been unavailing and that she was proceeding.

REPEATS THE LAST MESSAGE FROM THE TITANIC.

Chairman Smith then took Capt. Rostron back to the last message he received by wireless from the Titanic. The Captain said it read: "The engine room is filling. There were only last words from the sinking liner."

"On your line who is master of a ship at sea?" asked Senator Smith.

"The Captain, absolutely—legal and otherwise. No one else has the right to interfere."

Q. What course was the Titanic on? A. The easterly. I want to say that Capt. Smith was on the course where he ought to have been—where it was wise and appropriate for him to be at this time of the year.

Q. Do you know that he had information about icebergs? A. I can only speak for myself. I knew of the presence of icebergs because information I had received that the Titanic had struck.

Capt. Rostron then said again that he took the risk of going at full speed through the bergs because of his desire to save life.

"I put on an extra watch," he said. "Three officers were on the bridge with me. There was a man in the crow's nest and two men in the ship's eyes at her bow."

Q. Was there much suffering among the Titanic's passengers after you took them aboard? A. Of that I have no personal knowledge. I was on the bridge most of the time. The following morning the ship's doctor said to me that he could report a clean bill of health. I gave orders that they should have every comfort, and I know that this was given them."

ON THE BRIDGE MOST OF THE WAY.

Capt. Rostron was asked about the number of lifeboats he carried on the Carpathia, and he said twenty—as many as the Titanic had. The number of lifeboats, he added, did not depend on the size of ship. He had as many as the ship's construction and there was more proportionate room for the boats.

"Big steamships as they are now built," he said, "are practically unworkable. We only look upon the lifeboats as standbys."

Senator Smith then took the Captain back to the power of a captain on board of ship.

"If he asked, 'a director or general manager of a company owning the ship were on board, would the captain take orders from him?'"

"Absolutely no," said the English skipper.

"There has been a complaint," said Senator Smith, "that a message sent by the President of the United States to the Carpathia was not answered. Do you know anything of that?"

"I heard," said the Captain, "that there was a message regarding Major Butt sent from the Olympic and it was answered to the effect that Major Butt was not aboard. We had messages from the cruiser Chester, which we answered. There was no desire to ignore any message from the President."

SENATORS PRAISE THE ACTION OF THE CAPTAIN.

At this point Senator Smith said: "On behalf of my associates I want to say that we consider your conduct admirable. We are pleased to have you come here."

The Captain bowed. He then went on to say that he had ordered from the start that no messages be sent except as he gave the word. The first and second messages he sent were to the officers of the White Star and Cunard lines. The third message was a despatch to the Associated Press.

"Did any passengers with whom you talked see the Titanic sink?" asked the chairman.

"Yes, I spoke with several who saw

TITANIC'S 476 DEAD AWFUL SACRIFICE TO OCEAN SPEED MANIA

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a definite order was given to man the lifeboats, and stewards were sent to instruct passengers to get on life-preservers. **WOULDN'T BELIEVE IN DANGER.**

So thoroughly grounded was the belief of the cabin passengers that the Titanic was unsinkable that few of them took the accident seriously. Women in evening dress walked out of the lounge, rooms and asked about the situation. They stood by the head, Mr. and Mrs. H. J. Allison and their little daughter, remained on the ship and were lost